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Active Transportation Advisory Committee (ATAC)

AGENDA

**** SPECIAL MEETING****

December 16, 2013
5:00 p.m.

625 Burnell Street
Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) which are provided to a majority or all of the members of the ATAC by ATAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the ATAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the ATAC on any item at the time the ATAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the ATAC Secretary. Also, members of the public are invited to address the ATAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – ATAC or go to /www.nctpa.net/active-transportation-advisory-committee-atac

ITEMS

1. Call to Order
2. Introductions
3. Approval of Meeting Minutes
4. Public Comments
5. ATAC Member and Staff Comments

Member Agencies: Calistoga, St. Helena, Town of Yountville, City of Napa, American Canyon, County of Napa
Napa County Transportation & Planning Agency
Napa Valley Transportation Authority

REGULAR AGENDA ITEMS**RECOMMENDATION**

6.	Active Transportation Advisory Committee (ATAC) Draft 2014 Work Plan (Diana Meehan) (<i>Pages 7-9</i>)	INFORMATION/ACTION
ATAC will review and adopt the Draft 2014 ATAC Work Plan.		
7.	2013 Bicycle Friendly Community Feedback Report (Diana Meehan) (<i>Pages 10-21</i>)	INFORMATION
ATAC will review the 2013 Bicycle Friendly Community Feedback Report and make recommendations for potential improvements to the Countywide Bicycle Plan.		
8.	Approval of Next Regular Meeting Date of January 27, 2014 and Adjournment	APPROVE

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ATAC Agenda Item 3
Continued From: NEW
Action Requested: APPROVE

Napa County Transportation and Planning Agency (NCTPA)

Active Transportation Advisory Committee

MINUTES

Monday, November 25, 2013

ITEMS

1. Call to Order

Vice Chair Dieter Deiss requested Eliot Hurwitz call the meeting to order.

2. Roll Call

Members Present:

Barry Christian
Mike Costanzo
Dieter Deiss
Gabriela Gonzalez McNamara
Joel King
Richard Warren

Members Absent:

Keith Kimbrough
Mark Lucas
Brett Risley
Joe Tagliaboschi
Paul Wagner

3. Approval of Meeting Minutes

MSC: King/Costanzo for approval, unanimously carried.

4. Public Comments

None

5. ATAC Members and Staff Comments

Committee member Barry Christian made a comment on the South Broadway project celebration ceremony that will take place in January. An email will be sent with details.

Committee member Richard Warren gave an update on bike racks at the Trader Joes/Whole Foods shopping center. He also commented on the St. Helena City

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Action Requested: APPROVE

Council's strong support and approval of an active transportation committee in that jurisdiction. The committee will consist of five (5) members, of which there are 30 potential candidates. Applications are due by December 5th. The jurisdiction has set aside approximately \$79,000 in general funds for active transportation projects in the community. Projects from the local active transportation committee will be presented to the NCTPA ATAC for review. There is strong community interest in having public works involved in the process.

Vice Chair Dieter Deiss reported on the Ridge Trail Dedication Ceremony in Calistoga. There were approximately 130 people in attendance. He also discussed the importance of having events such as this to bring positive awareness to active transportation projects in the community.

6. Active Transportation Presentation by Vice Chair Dieter Deiss

Vice Chair Dieter Deiss gave a presentation on active transportation from a recent visit to Germany. Some highlights included:

- Pedestrian Zones (no auto traffic)
- High Rise Parking Infrastructure located at all transit hubs
- Transportation Integration-All Modes
- Early introduction to youth as active transportation users
- Bike Share
- Extensive path networks in both rural and urban areas
- Using Riverside as Trails
- Bike Friendly public transit
- Active Transportation as a way of life

Three (3) key take-away comments:

1. Help foster change in Active Transportation Policy
2. Make Active Transportation an equal priority in the transportation network
3. Expedite the Process

7. Bicycle and Pedestrian Safety Awareness Campaign

NCTPA Staff member gave an update on the status of the Bicycle and Pedestrian Safety Awareness Campaign. Categories for people in the campaign are:

- Professional/Business People
- Medical/Health Services
- Teachers/Educators
- Wine Industry Professionals
- Elected Officials
- Students
- Local Athletes

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Action Requested: APPROVE

The next steps will be to put together a budget and timeline for implementing the program. Staff will work towards this end and bring it to the committee at a future meeting. Investigating private funding sources along with public sources for this program should be part of the budgeting process. One suggestion from committee member Richard Wagner was to investigate a public/private partnership with entities like Kaiser as promoters of healthy living and lifestyle. Staff member Eliot Hurwitz suggested defining active transportation as an official strategy within the Live Healthy Napa program.

Staff member Eliot Hurwitz suggested committee members investigate private funding sources. NCTPA staff will investigate public funding sources.

8. Countywide Transportation Plan- ATAC Roles and Responsibilities

The Countywide Transportation Plan update will be kicked off in January. Including active transportation as an equal element in the overall transportation plan will be an important element within the plan. The ATAC role in updating the plan will be to review and advise on active transportation programs. Staff member Eliot Hurwitz suggested that a member from ATAC participate in the TAC meetings on a monthly basis and bring information to the ATAC for comment. Committee focus will be on the critical role active transportation plays in the overall transportation system and ways active transportation can be integrated equally into the system as a whole.

It is the responsibility of the ATAC to act as advocates with their local public works departments and elected bodies to emphasize active transportation as a critical component of the countywide plan.

9. HWY 29 Corridor Study-Class II Bike Lane Feasibility

Committee member Mike Costanzo said the key issue with having a class II along the Hwy. 29 corridor lies in the buy-in of CalTrans, local streets and road engineers and elected officials. His belief is that there is adequate space and the ability to engineer solutions for having a class II along the SR 29 corridor. Until the Vine Trail can be completed or other alternatives built in, he believes this is the best interim solution for active transportation users who choose to travel the corridor.

A request was made by committee members to be more informed on the status of planning for the SR 29 corridor. It was suggested that a member of the ATAC be present at the SR 29 committee meetings.

10. ATAC Topics for Next Meeting

- Safety Program Budget Draft
- ATAC 2014 Work Plan Draft
- Nomination of Committee Chair and Vice Chair

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Action Requested: APPROVE

11. Approval of next regular meeting date: December 23, 2013

Several members discussed the difficulty with the next meeting date due to the holiday. A poll will be sent for selection of a special meeting date of December 16, 2013 or December 30, 2013.



December 16, 2013

ATAC Agenda Item 6

Continued From: NEW

Action Requested: INFORMATION/ACTION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)

REPORT BY: Diana Meehan, Assistant Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nctpa.net

SUBJECT: Active Transportation Advisory Committee (ATAC) Draft 2014 Work Plan Draft

RECOMMENDATION

That the ATAC review and adopt the Draft 2014 ATAC Work Plan

EXECUTIVE SUMMARY

The ATAC makes recommendations to the NCTPA Board on all active transportation related projects and programs. The Draft 2014 ATAC Work Plan will provide the framework for timely review and recommendation to the NCTPA Board on projects and programs related to active transportation.

The 2013 Work Plan is provided as reference.

SUPPORTING DOCUMENTS

Attachments: (1) ATAC Draft 2014 Work Plan
(2) ATAC 2013 Work Plan

ATTACHMENT 1
ATAC Agenda Item 6
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DRAFT ATAC 2014 WORK PLAN		
CATEGORY	ITEM	PERIOD
Planning	Countywide Transportation Plan	Monthly
	Active Transportation Plan	As needed
	District 4-Pedestrian Advisory Group	Quarterly
	Regional Active Transportation Working Group	Bi-Monthly-3rd Thurs.
	TAC	Monthly-1st Thursday
Policy/Advocacy	Complete Streets Checklist	As required
	Active Transportation Safety Initiatives	
Projects & Fund Programming	Vine Trail	Monthly
	Countywide Bicycle Plan Programs	Quarterly
	Active Transportation Program Funds	As needed (Feb)
	Cap and Trade Program Funds	As needed (Spring)
	TDA-3	As needed
	TFCA-Bike/Ped related Projects	
Maps	Other Programs tbd	
	511.org Interface	Monthly
	Bicycle Map Updates	As needed

ATTACHMENT 2
ATAC Agenda Item 6
December 16, 2013

NCTPA

ACTIVE TRANSPORTATION ADVISORY COMMITTEE (ATAC)

WORK PLAN 2013

1. PLANNING

- a. Update of countywide bike plans – review plans and suggest changes and amendments – **FEBRUARY- MARCH**
- b. Regional working groups
 - i. D4 ped advisory group – find Napa rep – **JANUARY- FEBRUARY**
 - ii. Ratwg – review notes from meetings – **EVERY OTHER MONTH**

2. PROJECT REVIEW

- a. Complete streets checklists – review – **AS REQUIRED**

3. MAPS

- a. Approval of new bike map – **FEBRUARY**
- b. Interface with 511.org – **MONTHLY**

4. ATAC PROJECTS & FUND PROGRAMMING

- a. Review TDA-3 call for projects and programming – **MAY- JUNE**
- b. Other funding opportunities – **AS NEEDED**
- c. Solano Ave Vine Trail Segment – review progress **MONTHLY**
- d. Other Vine Trail segments – **AS NEEDED**
 - i. Soscol gap
 - ii. Tulocay segment
 - iii. North County/Calistoga segment



December 16, 2013
ATAC Agenda Item 7
Continued From: NEW
Action Requested: INFORMATION

NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

TO: Active Transportation Advisory Committee (ATAC)
REPORT BY: Diana Meehan, Assistant Program Planner/Administrator
(707) 259-8327 / Email: dmeehan@nctpa.net
SUBJECT: 2013 Bicycle Friendly Community Feedback Report 2013

RECOMMENDATION

That the ATAC review the 2013 Bicycle Friendly Community Feedback Report and make recommendations for potential improvements and/or additions to the Countywide Bicycle Plan

EXECUTIVE SUMMARY

The League of American Bicyclists through the League's Bicycle Friendly AmericaSM (BFA) program provides a roadmap, hands-on assistance and recognition for states, communities, universities and businesses. The BFA program is a tool for states, communities, business and universities to make bicycling a real transportation and recreation option for all people.

Napa County received an honorable mention in the BFA program Spring 2013 Bicycle Friendly Community Report. Most noted in the report was the Napa Countywide Bicycle Plan, the Safe Routes to School Program and the Complete Streets Policy. The Bicycle Friendly Community Feedback report issued subsequent to the Bicycle Friendly Community report provides a list of key recommendations for improving bicycling infrastructure and safety within Napa County.

Some potential topics for discussion are:

- Installing Bicycle Wayfinding System
- Pre/Post Evaluations of Bicycle Related Projects
- Encourage Implementation of Transportation Policies that promote Active Transportation
- Bicycle Friendly Business Program

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- Community Cycling Center
 - Member from Law Enforcement on ATAC
 - Measuring Bicycle Level of Service
 - Dedicated Funding for Master Plans

SUPPORTING DOCUMENT

Attachments: (1) 2013 Bicycle Friendly Community Feedback Report

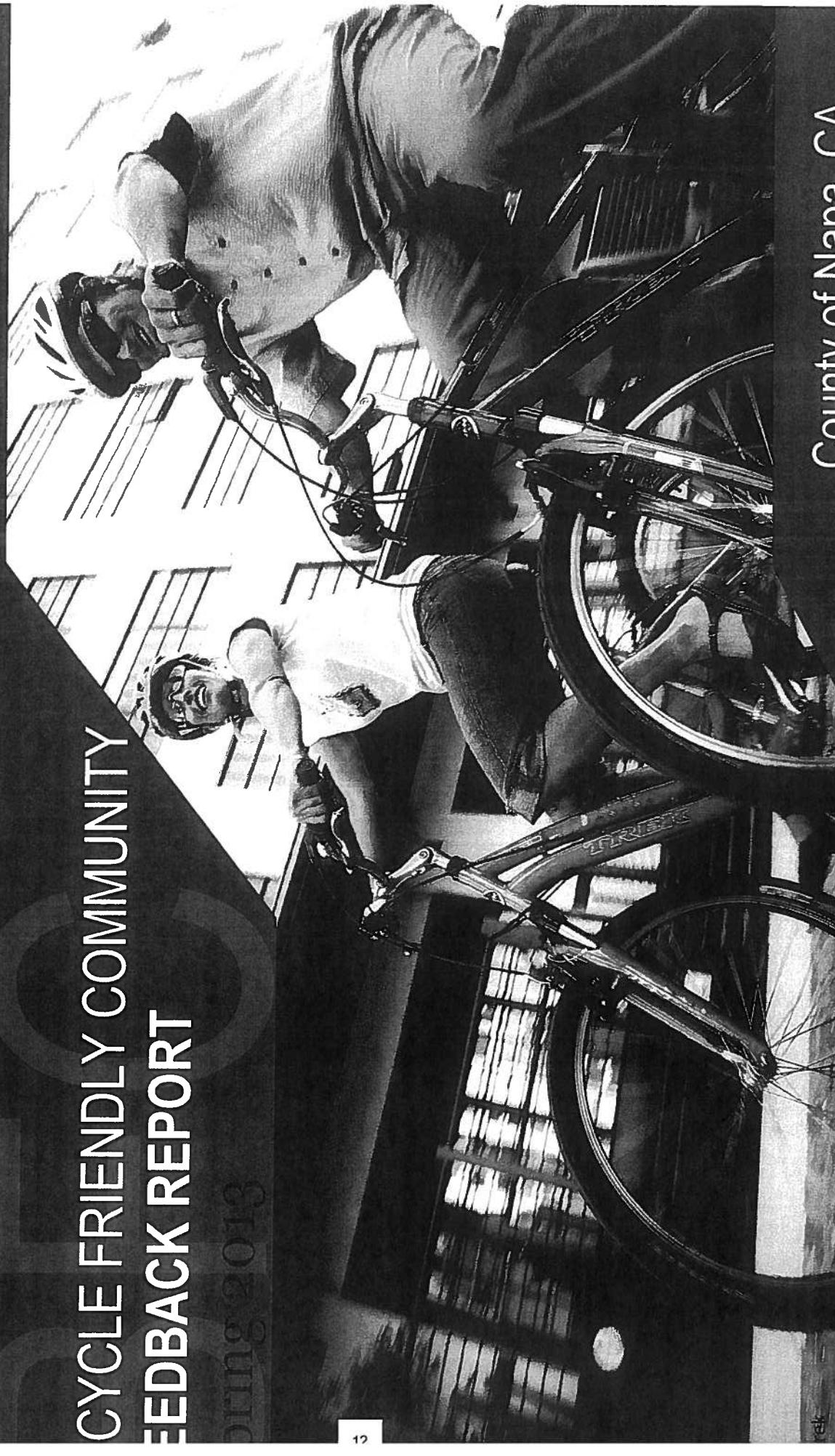
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BICYCLE FRIENDLY COMMUNITY



CYCLE FRIENDLY COMMUNITY FEEDBACK REPORT

Spring 2013



County of Napa, CA

The Bicycle Friendly Community review committee was impressed with the growing commitment to make **the County of Napa** a great place for bicyclists. The Honorable Mention given by the reviewers reflects their view that some of the key building blocks of creating a Bicycle Friendly Community are in place.

Particular **highlights** were the countywide bicycle master plan, the Safe Routes to School program and the Complete Streets policy.

Reviewers were very pleased to see the current efforts and dedication to make the County of Napa a great place for cyclists.

Below, reviewers provided key recommendations to further promote bicycling in the County of Napa and a menu of additional pro-cycling measures that can be implemented in the short and long term. We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists. There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

To learn more about what funds are available for bicycle projects, use Advocacy Advance's interactive Find it. Fund it tool to search for eligible **funding** programs by bike/ped project type or review the same information as a PDF here.

The key measures the County of Napa should take to improve cycling:

- Expanding the Bicycle & Pedestrian Coordinator's time focused on bicycle projects would help in scaling up your BFC efforts. This staff person should spend more time on working closely with the Bicycle Advisory Committee, reviewing development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, developing and implementing educational and promotional programs, writing grant proposals, serving as the public contact for bicycling/walking inquiries and complaints, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring cities, transit agencies and other departments to implement policies and projects. See this report on the importance of Bicycle & Pedestrian program staff.
- Ensure that the standards for bike parking conform to APBP guidelines.
- Install a bicycle wayfinding system at strategic locations around the community.
- Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes, cycle tracks and shared lane arrows. Work with the state on adding bicycle infrastructure on key routes that are outside of the County's jurisdiction, i.e.

Benefits of Further Improving the County of Napa for Cycling

State Hwy 29 between Napa & Vallejo. On-street improvements coupled with the development of an off-street system will encourage more people to cycle and will improve safety. In particular, continue to support of the Napa Valley Vine Trail. Ensure smooth transitions for bicyclists between the trail network and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

- It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle groups for content development and manpower. See the excellent "Look" campaign in New York City or the "Don't be a Road Hog" campaign in Colorado.

- Host another League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community and offer scholarships, if possible. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit <http://www.bikeleague.org/programs/education/> for more information.

Further increasing bicycle use can improve the environment by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; Reduce congestion by shifting short trips (the majority of trips in communities) out of cars. This will also make communities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; Save lives by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety; Increase opportunities for residents of all ages to participate socially and economically in the community, regardless of income or ability.

Greater choice of travel modes also increases independence, especially among seniors and children; Boost the economy by creating a community that is an attractive destination for new residents, tourists and businesses; Enhance recreational opportunities, especially for children, and further contribute to the quality of life in the community; Save county funds by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; Enhance public safety and security by increasing the number of "eyes on the street" and providing more options for movement in the event of emergencies, natural disasters, and major public events; Improve the health and well-being of the population by promoting routine physical activity.

- Offer Cycling Skills classes, Traffic Skills 101 classes and bike commuter classes more frequently or encourage a local bicycle advocacy group or shop to do so. Ideally, the instruction should incorporate a classroom portion as well as on-road training. The classroom portion of Traffic Skills 101 is now available online as well. For more information visit: www.bikeleague.org/programs/education/

- Celebrate Bike Month in partnership with local bicycle advocacy groups. Proclaim May (or a month with mild and dry weather) as Bike Month. Host, sponsor and encourage bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://www.bikeleague.org/content/national-bike-month>.

- Invite a police officer to become an active member of the Bicycle Advisory Committee and appoint a law-enforcement point person to interact with the cyclists. This will actively facilitate stronger connections between bicycle advocates, the wider bicycling community and law enforcement, which will improve road safety for all users, and improve fair enforcement of motorist and cyclist infractions.

Menu of additional recommendations to further promote bicycling:

Engineering

Low hanging fruit and fast results

- Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.
- Offer ongoing training opportunities on accommodating bicyclists for engineering and planning staff.
- Consider passing an ordinance or policy that would require larger employers to provide shower facilities and other end-of-trip amenities.
- Increase the amount of high quality bicycle parking at popular destinations such as retail stores throughout the community. Also consider adding some artistic bike racks to enhance the sense of place of your community.
- Allow access to suitable public lands for mountain bicyclists. Ensure to connect any off-road trails and facilities to your bicycle network.

- Promote active transportation by reducing traffic speeds. Consider lowering the speed limit to 25 mph or lower on non-arterial roads, especially in denser areas, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.
 - the frequency of sweepings and address potholes and other hazards faster.
 - Develop an easier mechanism that will allow cyclists to report hazards to traffic engineers and planners, such as a hotline or an online reporting tool.
- Long Term Goals**
- Implement land use policies that minimize large lot/low density development to better facilitate bicycling, pedestrian and transit trips. Require a mix of uses throughout the community to further shorten the distances people need to bike. Consider a form-based code to allow for flexible land uses and to provide a comfortable and convenient built environment for pedestrians and cyclists.
 - Develop solutions to physical barriers in order to provide convenient bicycle access to all parts of the community.
 - Improve the connectivity of your street network. Both increased intersection density and additional street connectivity are associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.
 - Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive,
 - Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety. Increase

convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Learn how to do it at <http://www.ibpi.usp.pdx.edu/guidebook.php>. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

- Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.
- Consider creating a Bicycle Ambassador program. Have Ambassadors attend community and private events year-round to talk to residents and visitors of all ages about bicycling and to give bicycle safety demonstrations. They can also offer bike commuting presentations for area businesses.
- Team with a local bicycle group or shop to offer regular bike maintenance workshops at parks, libraries, community centers or at events. A short tutorial on how to change a flat tire can empower a person to ride their bike more often.
- Regularly host Traffic Skills 101 or bike commuter courses for engineers and planners to better understand cyclists' needs. For more information visit: www.bikleague.org/programs/education/

Education

Low hanging fruit and fast results

- Integrate basic street skills training into the BE BRIGHT program.
- Consider offering more bicycle education for children and youth outside of school through youth recreation programs, helmet fit seminars or a Safety Town program.

Long Term Goals

- Bicycle-safety education should be a routine part of public education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking. Work with your Bicycle Advisory Committee, local bicycle groups or interested parents to expand the existing Safe Routes to School (or equivalent) program to all elementary schools, middle schools and high schools. For more information, see the National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

- Start a bicyclist and motorist ticket diversion program.
- Road users given a citation are offered an opportunity to waive fees for violations by attending a bicycling education course. This course should include a classroom and on-road component. See what Pima County and San Diego County have done.
- Start a motorist education program for professional drivers. See San Francisco's Frequent Driver Education.
- Increase your efforts to ensure your bicycle education programs reach traditionally underserved populations, particularly seniors, women, minorities, non-English speakers and the disabled.
- Set up and promote a bicycle-themed community celebration or social ride each time a new bicycle related project is completed. This is a great way to show off the community's good efforts and introduces new users to the improvement.
- Encourage local public agencies, businesses and organizations to promote cycling to the workplace and to seek recognition through the free Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community would profit from less congestion, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and business-sponsored public bike events or classes. Your community's government should be the model employer for the rest of the community.
- Encourage Napa Valley College and Pacific Union College to promote cycling and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops,

bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community could potentially profit as well: Communities near a BFU such as Stanford or University of California at Davis have a very high number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets and university-hosted public bicycle events, programs and classes.

- Establish a community cycling center that assist commuters and tourists, and provides space for bike education classes with the markings painted on the lot. See what the Community Cycling Center in Portland, OR does: <http://www.communitycyclingcenter.org/>
- Recreational bicycling can be promoted through bicycle amenities such as a mountain bike park, a cyclocross course or a pump track. Ensure that the facilities are accessible by bicycle, so that there is no need to drive to ride.

and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement Products: Bicycle Safety seminar; National Highway Traffic Safety Administration video; Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"; and Enhancing Bicycle Safety: Law Enforcement's Role (CD-ROM Training).

- Have police officers distribute helmets, bike lights and bike locks (or coupons to the local bike shop for each item) to encourage all types of cyclists to ride more safely, discourage bike theft and remove the barriers to attaining these essential bike accessories.
- Ask police officers to use targeted information and enforcement to encourage motorists and cyclists to share the road safely. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities. Have information material available in Spanish, if applicable.
- Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/car crashes are investigated thoroughly and that citations are given fairly.
- Ensure that police officers are initially and repeatedly educated on the "Share the Road" message and traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association

Enforcement

Low hanging fruit and fast results

- Ensure that police officers are initially and repeatedly educated on the "Share the Road" message and traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association

handing out gift certificates to cyclists who are “caught” following the law.

- Have a number of officers patrol streets on bikes, as it gives officers a better understanding of the conditions for cyclists. Also ensure that secluded off road paths are regularly patrolled to improve personal safety and encourage more people to take advantage of this amenity.
 - Provide safety amenities such as adequate street lighting and emergency call boxes, and offer services such as non-mandatory bike registration and missing bike recovery assistance.
 - Pass more laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that ‘door’ cyclists, ban cell phone use and texting while driving, specifically protect all vulnerable road users, formalize a legal passing distance of 3 feet, and make it illegal to harass a cyclist.
- 3
- Routinely conduct pre/post evaluations of bicycle-related projects in order to study the change in use, car speed and crash numbers. This data will be valuable to build public and political support for future bicycle-related projects.
 - Adopt a target level of bicycle use (e.g. percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
 - Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community. Available tools include *Intersection Magic and the Pedestrian and Bicyclist Crash Analysis Tool*. See the report *Bicyclist Fatalities and Serious Injuries in New York City 1996-2005*.
 - Consider measuring the Bicycle Level of Service (BLOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine weak links and hazards, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection:
[http://www.bikelib.org/bike-planning/bicycle-level-of-service_\(roads\).and](http://www.bikelib.org/bike-planning/bicycle-level-of-service_(roads).and)
- ## Evaluation/Planning
- ### Low hanging fruit and fast results
- Regularly conduct research on bicycle usage beyond the U.S. Census’ Journey to Work report to more efficiently distribute resources according to demand. Conduct

<http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections).

- Implement a community-wide trip reduction program or ordinance. See good examples [here](#).

- Consider individualized marketing to identify and support current and potential bike commuters in your community. See what Bellingham, WA is doing:
www.whatcomsmartrips.org

- Consider conducting an economic impact study on bicycling in your community. Read [about](#) what Portland, OR has done.

- Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

Long Term Goals

- Ensure that there is dedicated funding for the implementation of the bicycle master plan.
- Work with your mountain bike community to develop a plan for off-road access to increase opportunities for singletrack riding within the community.

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).